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[illegible] Clerk, Esquire,
Secretary Board of Trade,
Montreal.

[COPY.]

{ OFFICE OF THE
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SIR,—Your communication of
having reference to a scheme as
Harbour Commissioners for ex
proving the harbour of Mon
submitted at a Special Meeting
the Board of Trade on the 8th in

I am directed to inform you,
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1st. A plan of the whole sch
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[No. 2.]

HARBOUR IMPROVEM ENTS.

(COPY.)

HARBOUR COMMISSIONERS' OFFICE,
January 4, 1854.

SIR,—In accordance with instructions from the Harbour Commissioners, I have the honor to transmit herewith sundry documents, relating to a scheme which they have judged it expedient to adopt, for extending and improving the Harbour. These documents are marked A, B, C, and D, respectively, and I have to request that you will lay them, together with this letter, before the Board of Trade, as early as you may find it practicable to do so.

The object which the Commissioners have in view in submitting these documents to the Board, is, to invite it to declare its opinion upon the following points, respecting which the views of the Commissioners are developed at some length in the documents themselves, viz :—

1st. Does the Board of Trade agree with the Commissioners in thinking that it is necessary to make immediate arrangements for providing increased accommodation in the Harbour for sea-going vessels?

2nd. Does the Board agree with them in thinking that the Ship Channel from the Harbour to tide-water should be deepened to *twenty* feet at low water, provided suitable accommodation for vessels of that draught can be found in the Harbour; and if so, does the Board agree with them in thinking that the proposed plan of Docks upon the Point St. Charles Shoals is that which ought to be adopted?

3rd. Does the Board agree with the Commissioners in thinking that the improvements in question would be for the benefit of the Province, and consequently that the Government ought to be asked to guarantee the interest on the sum which would have to be borrowed for their construction?

To these several questions, the Commissioners invite the Board to return answers as early as it conveniently can; for, if favorable, a new Harbour Bill, conferring the necessary powers, and effecting certain alterations in the existing Tariff of Harbour dues, would be prepared without delay, for the purpose of being laid before Parliament early in the ensuing session.

I am instructed to add, that since Mr. Young's Report of the 29th Nov. was adopted, the Commissioners have come to the conclusion that it might be more advisable, at once, to construct Locks, of the largest class, to connect the proposed Docks with the present Harbour, instead of adopting the route through the waste weir of the Canal as proposed by Messrs. Gzowski and Keefer, in order that steamers of the largest class might be enabled to use them as, soon as they were opened; but, as the procuring of estimates for such Locks would be attended with considerable expense, the Commissioners have considered it prudent not to call for them at present, as such expense would be needless, if the opinion of the Board of Trade should prove to be unfavorable to the principle of the scheme now submitted and recommended for its adoption.

I have the honor to be,
Sir,
Your obedient servant,
JOHN GLASS,
Secretary.

Alexander Clerk, Esquire,
Secretary Board of Trade,
Montreal.

(COPY.)

OFFICE OF THE BOARD OF TRADE,
January 10, 1854.

SIR,—Your communication of the 4th instant, having reference to a scheme as proposed by the Harbour Commissioners for extending and improving the harbour of Montreal, was duly submitted at a Special Meeting of the Council of the Board of Trade on the 8th instant.

I am directed to inform you, that the Council naturally feeling the deepest interest in the importance of the subject brought before them, are desirous of giving it every consideration in their power; and in order that they may be enabled to declare their opinion fully on the various points which the scheme embraces, and to explain the grounds of that opinion clearly to the Board, they will feel obliged by your furnishing them with the following information —

1st. A plan of the whole scheme of Docks proposed, together with a plan of the Harbour of Montreal as it now exists, showing the shoals and soundings in front of it, as far as mid-channel.

2nd. A statement of the Harbour Revenue for each of the last five years, and the number of vessels arriving and departing during each such year.

3rd. A statement of the Revenue derived from Lake St. Peter dues for the past year.

As soon as you can furnish the Council with these particulars, they will be in a position thoroughly to consider the merits of the question, after which a General Meeting of the Board will be summoned, and the whole scheme laid before them.

I have the honor to be,
Sir,
Your obedient servant,
ALEX. CLERK,
Secretary.

John Glass, Esq, Secretary,
Harbor Commissioners,
Montreal.

[COPY.]

HARBOR COMMISSIONER'S OFFICE,
JANUARY 17, 1854.

SIR,—I duly received your letter of the 10th instant, asking for certain plans and statements on behalf of the Council of the Board of Trade, to enable them to report their opinion to the BOARD upon the scheme of harbor improvements which has been referred to it. I took the earliest opportunity of laying your letter before the Harbor Commissioners, and have now the honor, in accordance with their instructions, to transmit herewith —

1st. Two plans relating to the improvements in question, one of which shows the shoals and soundings in front of the existing harbor.

2nd Statements of the Revenue of the Harbor for each of the last five years.

3rd. Statement of the Revenue derived from Lake St. Peter dues for the past year.

These embrace all you asked for, except the return of the "number of vessels arriving and departing during each of the last five years," which is in course of preparation, and will be furnished as soon as possible.

I also transmit herewith [illegible] letters dated 13th and 14th inst., which have passed between the Commissioners and their Engineer, T. C. Keefer, Esq, respecting the scheme of Harbour improvements in question, and in which some of the more important details of the general scheme are referred to at some length. I allude more especially to the project of cutting a deep channel through the "Neck" of the shoal opposite the present ship-harbour and constructing an Entrepôt Wharf upon what Mr. Keefer designates as the "Island Shoal" below it. The opinion of the Board of Trade upon this part of the Commissioners scheme is also invited, and should the Council be desirous of having fuller explanations upon any of the details embraced in it, the Commissioners entertain no doubt that Mr. Keefer will be happy to furnish whatever may be required (that may be in his power), either in writing or by conference.

I have the honor to be,
Sir,
Your obedient servant,
JOHN GLASS,
Secretary.

Alex. Clerk, Esq, Secretary,
Board of Trade.

[COPY.]

HARBOUR COMMISSIONERS OFFICE,
January 13, 1854.

SIR,—I am directed by the Commissioners to refer the accompanying extract from a letter from the Secretary of the Board to you for your consideration and reply.

I am at the same time to advert to the Report made by Mr. Gzowski and yourself on the 28th January last, on the subject of enlarging and improving the Harbour, and to state that in acting upon that report the Commissioners deemed it expedient to adopt the scheme therein recommended of placing Docks upon the Point St. Charles Shoals, as the "best" plan that could be adopted for affording additional accommodation in the Harbour for sea-going and other vessels. I am now however, to call your attention to the facts that many important changes have taken place in the Trade and prospects of the Harbour since your Report was

[illegible] changes are effect in the reference m of a class of than any we and to the are already Britain and course of th is understo feet, that i Locks of th would nece ing in the long as the of the Wa posed. M to cross th on since y though th cial inform yet they b Bridge re Charles s bour, and line mar your Rep the propo Under t as the q Extension tention of am instru adverted to yourse scheme Mr. Gzow to induce secution part of with the the shoa with suc will adm improvi as the C opinions of Trade, upon the before the will furni earliest co

[illegible]ten and that other important [illegible]unced to the public as to take [illegible]e of the ensuing summer. I have [illegible]pecially to the arrival last year [illegible]s of larger tonnage and draught [illegible]been accustomed to previously, [illegible]hat vessels of 2000 tons burden [illegible]ertised to sail between Great [illegible]treal, as regular Traders, in the [illegible]suing summer. These vessels, it [illegible]e to be of the great length of 300 [illegible]y longer, by a 100 feet, than the [illegible]bine Canal, a circumstance which [illegible]y exclude them from participat[illegible]ntages of the projected Docks, so [illegible]nce to them was through the route [illegible]eir of the Canal, as hitherto pro[illegible]r the site of the Victoria Bridge [illegible] Lawrence has been determined [illegible] Report was drawn up; and al[illegible]bour Commissioners have no offi[illegible]n on the subject to guide them, [illegible]s it has been decided that the [illegible]d to is to abut on Point St. [illegible]oint within the limits of the Har[illegible]sequently that it will cross the [illegible]pon the plan which accompanied [illegible]s indicating the outer boundary of [illegible] Docks.

[illegible] circumstances, and more especially [illegible]on of Harbour Improvement and [illegible]now practically engaging the at[illegible]Board of Trade and the public, I [illegible]to inquire whether the facts here [illegible]r others which may have occurred [illegible]ave induced you to reconsider the [illegible]recommended, in conjunction with [illegible] or whether anything has occurred [illegible]s to recommend the immediate pro[illegible] that additional, but subordinate, [illegible] plans, so frequently talked over [illegible]missioners, viz.: that of covering [illegible] front of the present ship harbor, [illegible]arves as the nature of the locality [illegible]? Your views with reference to [illegible]helaga Bay, are also required, and [illegible]sioners are anxious to place your [illegible] all these points before the Board [illegible]ssist them in their deliberations [illegible]e of Harbour Improvements now [illegible], I am instructed to request that you [illegible]with your views thereon, at your [illegible]ce.

[illegible]he honor to be, Sir,
[illegible] most obedient servant,
JOHN GLASS, Sec.

[illegible]ONTREAL, 14th January, 1854.

[illegible]Honor to acknowledge the re[illegible]e of yesterday, enclosing one [illegible] of the Board of Trade of this [illegible]our Commissioners, and re[illegible] upon the present position of [illegible]nlargement of the Harbour. [illegible]on appears to exist, with res[illegible] of Mr. Gzowski and myself, [illegible] arising, probably, from the [illegible]ructions under which that re[illegible]re not been closely examined. [illegible]d upon to report upon the "best" [illegible]g the Harbour, and especially [illegible]ability of conducting a branch [illegible]ine Canal through Craig Street, and [illegible] and Basins where sea going ves[illegible]brought alongside of warehouses. [illegible]sider it necessary to advert to [illegible] of constructing breast wharves [illegible]ay, or of extending accommoda[illegible]to that already enjoyed, because [illegible]oners did not need Engineers to [illegible]hat was so manifest; besides, we [illegible] that all other available means than [illegible]luded to, had already been under their [illegible]on, and we felt convinced that when [illegible]ossible room for wharfage similar to [illegible], had been occupied, there would still [illegible]ncy of Harbour accommodation—and [illegible] of that kind which would place this [illegible]a par with competing Sea Ports.

[illegible]is remembered that the whole of the [illegible]ation for the sea draught is now limit[illegible]pace between the Island Wharf and the [illegible]anal, there can be but one opinion as to [illegible]ty for more deep-water wharfage. The [illegible]cks of the Canal bring too short for [illegible]mers, we proposed to send the ordi[illegible]rs up through the locks to basins under

Point St. Charles, in order to vacat… now occupied by them for the use of … craft; but, as even the plan of com… proposed by us, limited as it was, … time to carry it out, and as importa… and advances in our position he… place, as you remark, since the … was written, I consider the real que… to be: how shall we most expedit… pare for the triple line of steamers … larger sea-going craft which the cons… our railways, the prosperity of the Pro… the deepening of Lake St. Peter are … bring to our harbor?

Since our report was written, the C… have decided upon bringing down the … the new Water Works to Point St. Ch… channel will conduct the whole bod… brought from the head of the Lachi… (varying from three to five hundred h… according to the season,) and will ha… rial influence on the dock question a… Charles. The proposition to fill the c… the Lachine Canal,—although the onl… mode just then,—involved both the con… Board of Works and the rights or clai… owners, as well as a higher lockage th… cessary for the purpose of evading … floods.

Under these circumstances, I am of o… our scheme should now be carried out … grity, and wholly independent of the ca… it must necessarily be expensive—but … structed proportionably cheaper upo… scale than upon a small one,—I think … ration of the Railway Company, to … most important, should be invited. … vinced that this is the best means, an… direction in which, in the words of ou… tions, "ample" accommodation can be …

But as such a work must necessarily … years, I proceed to state what I think … first entered upon, in order that immedi… modation be prepared, and at the same … per commencement be made for the larg…

The Commissioners are aware that … instructions of 6th and 8th September … preparing a report with estimates upo… channel between the harbor and side… cluding, of course, the corresponding … within the harbor. An attempt was m… termine, by boring, the character of th… front of the wharves in October last, b… difficulties encountered was deferred, … upon the ice.

I regret that I cannot speak positi… the charactar of these shoals, in order … present call from the Council of th… Trade; but as I have no doubt that the… as can be removed without difficulty, … plain what I had intended to propose f… pose of affording immediate relief.

In my report upon the Montreal and … Railway made about two years sinc… the prospects of that work were such … warrant the expenditure of such a sum … carry out the scheme since proposed, … make perfect connection with our h… proposed as follows:—"For the presen… lings could all be confined to the mai… wharves be constructed similar to … Harbour with moveable fittings—al… to be covered by the water in the w… extent of accommodation here would … than could be afforded elsewhere, … lower edge of the Point St. Charl… a frontage of nearly half a mile upon … and directly opposite this there is … Shoal nearly thirty acres in extent … average of about seven feet only at low …

This Island Shoal hangs down from … one under Point St. Charles, and is … with it by a narrow neck, having nine … it at low water.—From the front of th… below the Canal, there is nearly a thir… of deep water until the 'neck' is end… There is over twenty feet of water … side of this neck, and its width betwe… depths is 400 yards. I propose to cut … through this and place the excavation … top of the Island Shoal below it, ra… Shoal above water and surrounding it … work, after dredging the outer … to twenty feet water. By this step three important objects are gained; a dangerous and troublesome Shoal will be raised above water, and made use of as an Entrepot Wharf; a new outlet and inlet into the Harbour will be obtained, instead of the single narrow pass between the Island Wharf and the Island Shoal referred to; and large Ships and long Steamers need not then be turned in order to leave the Harbour. This new channel and removal of the Island Shoal would be almost indispensable in order to form a proper approach to the long locks, docks and basins proposed at Point St. Charles. The new Island Wharf thus formed could be connected with the old one by a ferry boat working into slips upon slack chains lying upon the bottom. This moveable bridge could be used with but little interruption, in consequence of the double entrance to the Harbour. The Island Shoal will afford as great a wharf frontage as can be had in Hochelaga Bay, and will enable Lake Craft loading transhipped goods at it, to pass upwards without the aid of tug steamers which will be required if they go below the Current. This extra tugging would not only be a charge on the trade —but in consequence of the narrow entrance to our harbour, any tugging must always be inconvenient.

Until detailed plans and estimates can be prepared, I would put the probable cost of getting rid of this shoal and obtaining a new wharf and a new Channel at fifty thousand pounds. If preparations are soon made a large portion of this work could be constructed in the ensuing season and much additional discharging room be ready for the fall ships.

With respect to a line of wharfing along the lower edge of the Point St Charles Shoal (on the southern line of the proposed new channel) I am of opinion that it should be commenced as part of the main retaining wall of the proposed Point St. Charles Docks. With respect to plans of the docks called for by the Council of the Board of Trade, I beg to say that there is none other than the sketch submitted with our Report. The object of that report was merely to point out the direction in which we considered the attention of the Commissioners should be turned. A well considered plan, with estimates, embracing the full extent of the works will require time, and an appropriation which we did not possess, nor was it proper to go farther with the question until its utility had been fully canvassed. The scale of the works at Point St. Charles may be extended to an indefinite extent (and this constitutes the cheif merit of the site), but the important question is to ascertain how much of it should be undertaken first, and this will very much depend I suppose upon the interest taken in it by the Grand Trunk Company.

I understand the present action of the Harbour Commissioners to be for the purpose of obtaining authority to go into the scheme Obtain the necessary plans, estimates, and report, as well as the views of the Railway Company and be guided by the results.

With respect to Hochelaga Bay, I entertain no doubt the whole of the available frontage at this point will be occupied with breast wharves.

The depth of water will be against the extention of piers and formation of slips. If the Bytown Railway goes there it will need nearly the whole frontage for lumber wharves—all of this space and more will be needed for lumber, coal, and ship yards, and if we had more avail-

Statement of the Revenue of the Harbor for the five years preceding 1854, furnished to the Board of Trade in compliance with the request of the Council of said body.

1849—Income...	£ 9391	Expenditure...	£ 8055
		Surplus.....	1336
			£9391
1850—Income...	£10209	Expenditure...	£ 7621
		Surplus.....	2588
			£10209
1851—Income...	£12459	Expenditure...	£10343
		Surplus.....	2116
			£12459
1852—Income...	£12544	Expenditure...	£ 9954
		Surplus.....	2590
			£12544
1853—Income...	£15500	Expenditure..	£11650
		Surplus.....	3850
			£15500

N.B.—This return for 1853 is not strictly accurate, as the accounts for the year are not yet closed; but it may be taken as a close approximation to the final result.

Statement of the Revenue derived from Tonnage passing through Lake St. Peter in the year 1853.

Income..	£2428	Expenditure—Say interest on debentures....	£2825
Deficit...	397		
	£2825		£2825

Statement of the number and tonnage of vessels entered and cleared at the Port of Montreal in the five years preceeding 1854—distinguishing those entered and cleared at the Custom House, from those entered and cleared at the Office of the Wharfinger:—

Inwards.

	Entered at Custom House.		Entered at Wharfingers Office.		Total.	Total.
Years	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage.
1849	144	37425	.....	.....	.....	.....
1850	211	46 56	3726	391540	3937	437676
1851	243	56 88	3448	357875	4091	414363
1852	192	46079	3995	379554	4187	425633
1853	252	59213	4633	432715	4885	491948

Outwards.

	Entered at Custom House.		Entered at Wharfingers Office.		Total.	Total.
Years	Vessels.	Tonnage	Vessels.	Tonnage	Vessels.	Tonnage.
1849	159	38063	.....	.....	.....	.....
1850	210	6324	3719	390635	3929	436959
1851	252	56391	3838	357115	4090	413506
1852	209	47637	3991	379130	4200	[illegible]
1853	254	59904	4564	427[illegible]	4818	[illegible]

succeed.

The south shore is a blank.—The Island of St. Helens and the opposite shore between the Bonsecours Church and the Longueuil Wharf are useless, and when we look at the wharf frontage not only of rival sea ports, but even of our inland towns, such as Kingston and Toronto, and compare it with our own, it is evident that after having occupied all the ground which the river affords, we must go out of it, and adopt artificial means to make this city what she can be made, the principal port for the imports of the country.

I have the honor to be,
Sir,
Your obedient servant,
Thos. Keefer,
Engineer H. C.

tents) entered and discharged in the Harbour of Montreal in each of the four years preceding 1854:—

		Contents.		
Years.	Rafts.	Lumber Feet B'd Measure	Timber Cubic Feet.	Firewood Cords.
1850	119	202700	234600	3304
1851	134	199000	259400	2608
1852	165	222500	479200	2779
1853	169	247600	377200	3020

John Glass,
Secretary.

ENUE OF THE HARBOR for
ding 1854, furnished to
in compliance with the
cil of said body.

Expenditure...	£ 8055
Surplus.....	1336
	£9391

Expenditure...	£ 7621
Surplus.....	2588
	£10209

Expenditure...	£10343
Surplus.....	2116
	£12459

Expenditure...	£ 9954
Surplus.....	2590
	£12544

Expenditure..	£11650
Surplus.....	3850
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cleared at the Custom
entered and cleared at the
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WARDS.

Ent'd at Wh'r-fingers Office.		To-tal.	Total.
Vessels	Tonnage	Vs'ls	Ton'ge.
3726	391520	3937	437676
3948	357575	4091	414363
3995	379554	4187	425633
4633	432715	4885	491948

UTWARDS.

Ent'd at Wh'r-fingers Office.		To-tal.	Total.
Vessels.	Tonnage	Vs'ls	Ton'ge.
3719	390635	3921	436959
3998	357115	4090	413506
4564	427463	4818	48

nd discharged in the Harbour
ach of the four years preced-

CONTENTS.

Timber Feet Sd Measure	Timber Cubic Feet.	Firewood Cords.
202700	234600	3304
199000	259400	2608
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247600	377200	3020

JOHN GLASS,
Secretary.

